



ELGIN SIX



THE CREAM OF THE SHOW

In a field of keen competition the Elgin Six has gained predominance in its price class by record-breaking performance. It has won highest honors in some of the most severe tests to which an automobile was ever subjected. "World's Champion Light Six" is the title it has fairly earned in many strenuous contests for power, speed, endurance and economy of operation. Nothing we can say in words can describe Elgin supremacy so eloquently as the actual performance of the car itself.

The Elgin Six at first attracts attention because of its distinctive design and handsome finish. Clean simplicity and harmonious proportions, together with the long, graceful lines of body and hood, are the outstanding features. A thoroughbred in appearance as well as in action, it radiates an atmosphere of quality and refinement equal in every respect to cars selling at two to four hundred dollars more money.

Although the Elgin Six possesses many superior qualities, certain dominant points of construction are worthy of special attention.

THE POWERFUL ELGIN MOTOR

Six cylinders en bloc, large overhead valves. Cylinder head is removable. Carburetor attached to side of cylinder casting, with hot air connection to exhaust manifold.

The six cylinder, high speed, valve-in-head motor has remarkable power and "pep." It is quiet and smooth running, with the latest improved method of carburetion and ignition, and requires little attention.

The improved velvet-acting clutch is a delight to experienced motorists. Its smooth engagement eliminates jerks and jumps in starting the car. Very little pressure is required, and gear shifting is a pleasure instead of a constant worry.

A heavy service differential of the four-pinion type is an important feature of Elgin construction. It is the famous Brown-Lipe-Chapin bevel gear differential, running on large annular ball bearings.

A special method of underslung, cantilever, rear spring suspension was originated by Elgin engineers, and this construction is an exclusive Elgin feature.

Elgin Six Scout Model yesterday established new record four hours, six minutes carrying four passengers from Chicago to Indianapolis, 193 miles, beating fastest express trains by 56 minutes. Average 47.7 miles per hour. 17 1-3 miles per gallon of gasoline. The motor was wonderful. Cooled perfectly. There was no water placed in the radiator enroute. Passengers and luggage weighed almost 800 pounds. At finish of run car was in perfect condition and ready to repeat. Strictly stock model. Officials of test were William K. Gibbs, formerly of Motor Age; Chester Foust, of the Chicago American; Driver J. G. Jamison, of the Elgin sales department; fourth passenger was Elmer Ryder, Elgin engineering department.

ELGIN MOTOR ROSE.

All models are built upon a standard chassis with 118-inch wheelbase.

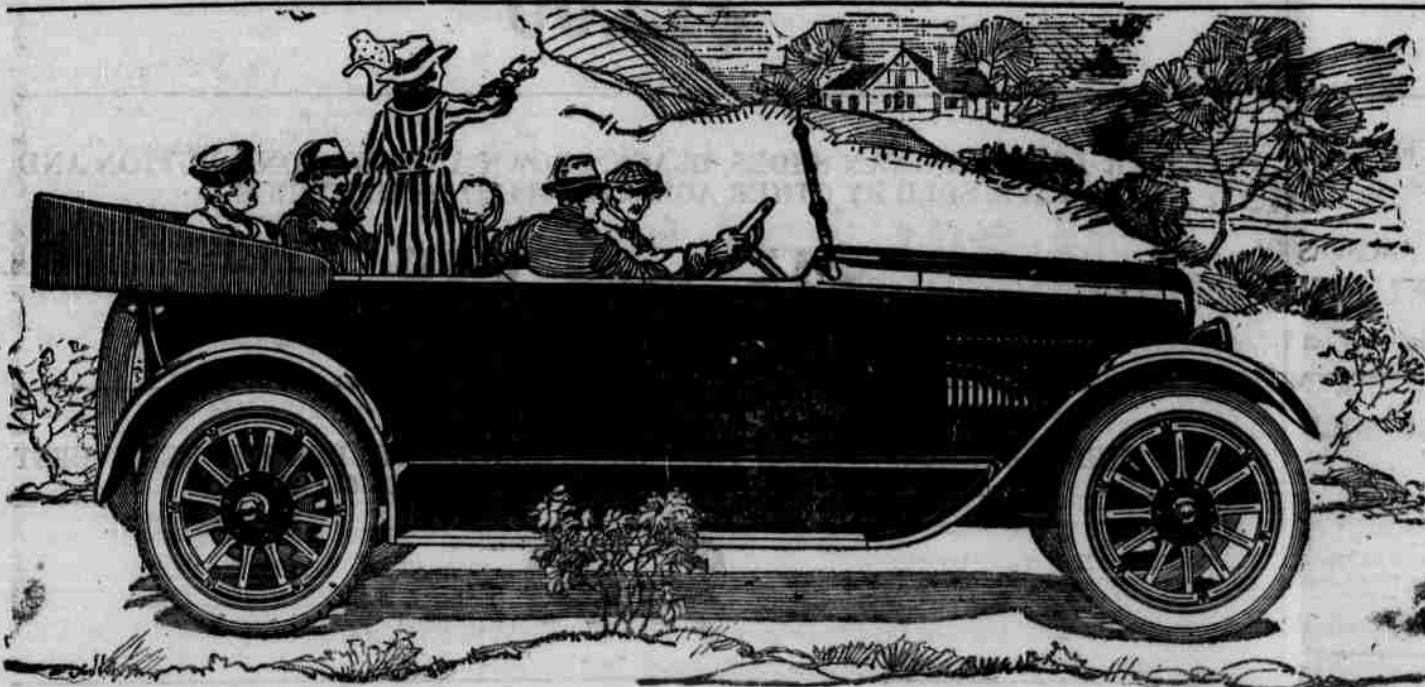
DIFFERENTIAL

The same kind of high grade differential gears are used in the Elgin Six as are giving satisfactory service in some of the highest priced cars on the market. Pinion ring gears, bearings, etc., are easily accessible by removing large over plate.

THE GUARANTEE OF EASY RIDING

Full cantilever rear spring suspension of special Elgin design. Springs are swung beneath frame so as to eliminate frame stress. Riding comfort equal to any car at any price.

Particular attention is called to the Military Scout, the newest addition to the Elgin family. This model is named after the famous Elgin War Scout, which broke allworld's records in its 6202-mile run from Chicago to the Pacific Coast and back again, with sealed hood and chassis.



World's Champion Light Six

Quality Remain Long After Price Is Forgotten

SPECIFICATIONS.

UNIT POWER PLANT--Motor, clutch and transmission, in one unit, mounted directly to frame. Strictly three point suspension. Third point in front being a large bearing concentric to crank shaft.

MOTOR--Six cylinder en bloc, 3 1-8-in. bore, 4 1-4 in. stroke. Valves located in cylinder head which is removable, making valves as well as means for adjustments very accessible.

Crank Shaft--Drop forged, heat treated, balanced and accurately finished.

Cam Shaft--Heavy drop forging with integral cams, three bearings.

Spiral cut timing gears; absolutely silent.

Connecting Rods--Drop forged H section, two-bolt type.

Pistons--Highest grade gray iron, accurately fitted and relieved at waist.

Horsepower--S. A. E. 23.44.

Lubrication--Constant level splash.

Cooling--Thermo Syphon water circulation with large jackets and manifolds.

Large fan and V shaped hovencomb type radiator with ample cooling surface.

CARBURETOR--Special 1-in. Stromberg with hot air connection to exhaust manifold.

IGNITION--Wagner. Separate vertical shaft.

TRANSMISSION--Selective, three speeds forward, one reverse, nickel steel gears, 5-8-inch face, 7-9-inch pitch. Large annular ball bearings.

CLUTCH--Famous Borg & Beck, dry plate disc. Smooth engagement, but positive when engaged. Very light pressure required.

DRIVE--Double universal propeller shaft, using 1 3-4-in. diameter seamless steel tubing.

FRONT AXLE--Drop forging heat treated, I-beam section with integral spring pads, large adjustable tie rod in rear with ball arm on left side over I-beam. Timken bearings of extra large dimensions in hubs, large grease cups on knuckles and tie rod.

REAR AXLE--Full floating Columbian, (housing carrying wheel bearings and supporting weight of car). Pressed steel housings in which is bolted large cover plate in rear, nickel steel spiral bevel gears--no lost power, no rattle. Propeller shaft, pinion, ring gear, differential, bearings, adjustments, etc., can be taken from axle without further dissembling of car.

TORQUE ARM of unusual strength. Drive shafts are 1 1-4-in. in diameter, heat treated. Flange on outer end of drive shaft is bolted directly to rear wheel hub, and can be removed without disturbing wheel or any other part.

Large annular ball bearings in rear wheel hubs.

BRAKES--Service brakes, external contracting. Emergency brake, internal expanding, operating on 14-inch diameter rear hub drums, outer brake 2-inch face, inner 1 3-4 inch face. Brakes are easily adjustable for wear. Shoes are lined with asbestos and copper wire woven fabric which is very durable and friction resisting.

ELECTRIC SYSTEM--Self contained two unit, Wagner electric lighting and starting system.

TIRES--33x4 plain tread front, 33x4 non-skid rear.

WHEELS--Regular artillery type, best grade hickory, 10 spokes front, 12 spokes rear, 1 1-2-in. wide.

RIMS--Firestone. Quick, detachable, demountable, one extra rim included in equipment.

WHEELBASE--118 inches.

TREAD--Standard, 56 inches.

FRONT SPRINGS--Semi-elliptic, 36 in. by 2 in. double heat treated steel.

REAR SPRINGS--Full cantilever, swung beneath frame, eliminating frame stress. Over all dimensions 47 in. by 2 1-4 in. double heat treated steel.

FRAME--Pressed steel section with upkick over rear axle.

GASOLINE FEED--Stewart Vacuum system.

STEERING GEAR--Worm and full gear type, ball thrust, ample adjustments, fore and aft movement, with automatic take up ball and socket drag link connection between steering arm and arm on front axle.

CONTROL--18-inch corrugated steering wheel, on left side. Brake and gear levers in center. Spark and throttle lever, also horn button, on top of steering wheel. Foot accelerator on toe board.

BODY--Hardwood framework, covered with special 20-gauge sand blasted sheet steel. Yacht line with fashionable center cowl. Upholstery bright finish long grain Gallo-way leather in French pleats. Doors are flush type with concealed hinges and door locks.

EQUIPMENT--Includes one man "Never-leak" top, folding, sectional curtains, Stewart speedometer, charging indicator, dash lamp, ventilating windshield, electric motor driven signal horn, extra tire rim, set of tools, pump and tire repair outfit, coat and footrills.

Some Territory Open for Live Dealers

Lee L. Gilbert

WESTERN OREGON DISTRIBUTORS
156 South Commercial Street, Salem, Oregon.

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